

REMARKS

Claims 51 to 68 are now in this application. By this amendment All earlier claims have been withdrawn and replaced by the present claims to more adequately protect the invention and distinguish over the cited prior art.

ASANO ET AL patent

This patent has been cited in the rejection of all claims previously in this application. Reconsideration is requested. The navigation system disclosed in this patent is considerably different in structure, function, and mode-of-operation from the present invention.

In this patent, the system SELECTS a determined routing path for the vehicle to follow and guides the vehicle to follow this selected path. In the present invention, on the other hand, the driver of the vehicle SELECTS the routing path for the vehicle and not the navigation system.

In this patent, the predetermined routing path

is computed using a prerecorded map stored in a ROM memory. In the present invention, the only

guidance is provided (in the first phase) exclusively by two marks, or dots, on a visual screen or is audibly announced, corresponding to the ACTUAL location of the vehicle and of the location of a selected destination. Thus this simplified communication of the present invention is NOT obtained from prerecorded information in a memory but is instead obtained from the ACTUAL location of the vehicle referenced to that of the destination.

Similarly, during the second phase of guidance according to the present invention, the guiding display is obtained from ACTUAL detection of the of buildings and building addresses (using digitally coded markings on the buildings) and not from a prerecorded information in ROM memory as in the patent.

Additionally, in the reference patent the computed information is presented as a series of different display screens (Figs. 7 (a) , 7 (b), 7 (c), etc) with the different display screens being individually selected by the driver depressing different switches on the different screens (65-Fig. 7(a), 76-Fig. 7(b), etc.). In the present invention, there is provided only a single uncluttered display with two markings during the first phase, and the same display

during the second phase supplemented by local information obtained by actual detection of buildings, street addresses, and the like by sensors aboard the vehicle.

Still further, in the reference patent the driver is required to instruct the system to recompute a different predetermined routing path (by depressing a route change switch 64—Fig. 7 (a)) whenever it is necessary or desirable to change the routing of the vehicle (road repairs, traffic congestion, vehicle accidents etc.) . In the present invention on the other hand, there is no initial computation of any predetermined routing path, or ever a need for recomputing a new routing. The same two marking display, or audible communication, is provided for all routing paths chosen by the driver of the vehicle. The

driver is always free to choose any routing to the selected destination and is always guided by the same display or communication regardless of the particular routing that has been chosen.

Referring to the claims, all of the seven (7) independent claims now in this application call for a system enabling the vehicle driver to select any route path for the vehicle , differing from the Asano et al patent where the system COMPUTES a predetermined path and guides the vehicle to travel the computed predetermined path.

All of these claims further call for guiding the vehicle by an uncluttered map-free display, or communication, of only two displaced, discrete markings or dots. In Asano et al, a series of five or six detailed display screens are employed (Figs 7 (a); 7 (b); 7 (c) etc.) to guide the vehicle ,and the driver is required to

manually select the different screen displays by depressing a switch on the screens.

The claims call for a second phase of operation wherein, ACTUAL landmarks, such as individual buildings are sensed and identified. No such structure is disclosed or suggested by this reference.

Depending claims 53, 54, 63, 64, and 66 all additionally specifically call for identifying landmarks, such as individual buildings, by ACTUALLY sensing or detecting the landmarks and communicating their identity to the vehicle driver. No such structure is disclosed or suggested in either Asano et al nor by the secondary cited reference of Kubon. The Kubon patent shows only the detection of conventional road signs having bar codes in addition to conventional road markings (Fig. 16)

Depending claims 52, 56, 81, and 65 all additionally call for applying an uncluttered, discrete, two marking display to the viewing window of the vehicle. Neither Asano et al nor the

secondary cited reference of Ohmura et al disclose nor suggest providing such a simplified uncluttered display direct within the driver;s vision. If the complex five screen display of Asano et al were applied in a heads-up manner, it would most certainly distract the driver , affecting the safe driving of the vehicle. Providing such a simplified two marking display would certainly be unobvious in view of these two patents.

Regarding depending claim 57, the Asano et al patent does not disclose or suggest providing a simplified, uncluttered display ohaving only two displaced markings to guide the vehicle. Nor does it even remotely suggest changing the scale of enlargement in the spacing of such two markings as the vehicle nears the selected destination. The manually depressable switch 82 shown in Fig. 7 (c) of this patent merely shows the selection of different or "wider areas" of any entirely different type of display from that covered by claim 57.

For the above reasons all claims now in this application are
believed to be allowable, and such action is requested.

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "Alfred B. Levine".

Alfred B. Levine, applicant

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